



INDEXA

Helping to Make DX Happen Since 1983

Summer 2023

www.indexa.org

Issue 139

A 501(c)(3) non-profit organization for the enhancement of amateur radio, worldwide peace, and friendship

INDEXA

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Apart from being the world's remotest uninhabited Island, more people have been to space than have been to Bouvet Island. A Norwegian dependency, since 1927, Bouvet lies in the Antarctic Ocean about 1100 miles off the coast of Antarctica and 1600 miles south of Africa. This island is covered about 93% with ice and is subject to constant wind and rain like its typical of the Southern Ocean. It is subject to about 300 storms in a year and it's considered one of the most hostile islands to land. Although Jean-Baptiste Charles Bouvet never landed on the island, he discovered it in 1739. The island remained lost for about 200 years until the Norwegians were the first to land on it and claimed it for the Norwegian Crown. Since 1971 it has been considered a natural reserve. A pristine island with abundant wildlife such as penguins, seals and birds. The island is a nature paradise as it remains very far from human contact, shipping lanes and no pollution.

Currently ranked as #2 most wanted DXCC according to Cub Log, second to North Korea (P5), it remains the most difficult DXpedition due to its remoteness and logistic difficulties. Any mishap that can easily be handled elsewhere, at Bouvet it can turn into a disaster.

A team of 12 operators were recruited for this DXpedition that had been in the works for at least three years. Team Leaders Ken, LA7GIA, Rune, LA7THA and Erwan LB1QI, started to evaluate the possibility of organizing a DXpedition to Bouvet. After many conversations with the Norwegian Polar Institute, it was determined to organize a Zodiac landing approach instead of a more typical helicopter. With the last two private DXpeditions attempts that were unable to land, the team believed that with the Zodiac landing it would be less dependent on weather and would be a more realistic approach. But Bouvet had different plans for us.

We had to select a vessel that was able to transport all of us along with the more than 6 tons of equipment planned for the trip. It needed to be strong enough to carry that weight but also self sufficient for a long period of time. With the help of our Arctic explorer guide Mr. Peter Madej, Marama was inspected multiple times and was our vessel of choice. Being a sailboat, it allowed us to navigate with both engine and sail which would allow us redundancy and provide us with a backup navigation aid. As a 100 foot vessel Marama is an aluminum vessel that was purchased by Captain Oliver in 2020.

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inside... In this Issue we cover *Message from President N200 / INDEXA QSO Party / ET3AA Station Upgrade*

(Continued from Page 1)

He later retrofitted it with more cabins and heating system and had been using it on Antarctica trips during the summer season. Not quite as luxurious and comfortable as your typical Norwegian Cruise Liner, the ships agility and sturdiness were far superior and handled very well the rough Southern Seas.

The team gathered in London in early January as team members came from both North America (Canada , United States and Puerto Rico) and Europe (Germany and Norway). After a nice dinner with CDXC in London, the following day the team departed a Royal Air Force flight from Brize Air Base to Falklands where the Marama was to meet us. After an 18 hour flight, with a stop over in Cape Verde, the team arrived in Port Stanley and was greeted by the captain and its crew as we prepared to embark on our long journey to Bovet.



Welcome aboard. 3y0J meets Marama. Nina and Charles welcomed us aboard

At this time, we met our first challenge. Due to regulations on military flights, all restricted cargo such as potential weapons and large electronics needed to be cleared days before our flight and needed to be transported by a logistics company. This means that amplifiers, climbing equipment and such items needed to be checked in beforehand and were only guaranteed to be put on the plane but as secondary priority to the military cargo. When we arrived at Mount Pleasant, we found out that it was not on our plane and we scrambled to track it. With the magic of technology and Bluetooth tracker it was found to be in the UK. With only two flights a week, we had to decide whether to wait 4 days for it to arrive or if we would leave without that equipment. We spent the rest of the evening settling ourselves in our cabins and getting settled in what's going to be our home for the next couple of weeks.

The following morning we woke up at 4:30am with sunrise, had a nice breakfast and then we all walked out to open our container that had arrived from Oslo a few weeks before. Gjermind LB5GI inspected the tampered resistant lock and we began to sort all items. Items were arranged in a specific series number that was designed to facilitate our staging process. The idea behind it was that we would be setting up camp in a sequence in order to maximize operation as we build camp. We started to bring items closer to the ship and Peter was in charge of storing them. Since he had previously inspected the vessel, he knew every square inch that was available for storage as we needed to maximize space. A careful and meticulous plan allowed us to securely store every item and we had a list of where in the ship every item was stored so that we knew where to get them when we arrived on the island. *(Continued on Page 3...)*

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INDEXA

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From the Editor:

If you have an article that you would like to share with INDEXA please pass along and I will get it in the Fall 2023 Issue.

73,
Steve KI4KWR

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This was a very slow process. In the end, half of our dining room was used as storage. All beds had barrels underneath and 3 bathrooms were packed wall to wall. It seemed that the spacious Marama now had become a warehouse at sea!

Ken was growing concerned as we were somewhat delayed in our departure. Captain Oliver had been watching the weather forecast and there was a storm heading to South Georgia so he had recommended that we delay our departure in order to avoid this weather. We had the opportunity to meet local hams from VP8 that were very friendly and helpful. We had to pick up medical supplies in the hospital and meals that were pre ordered and were ready for us. In the meantime we purchased some articles that had been delayed and also some local hams provided ham radio equipment. Thanks to Janet VP8AIB who took Erwann on a shopping spree and local guy Guss (not a ham) that was in charge of operating the forklift and took us to the fueling station in town to get our heating fuel. That evening around 6pm after we had our second day of loading, we were met by many other VP8 operators that drove us to a nice restaurant for a nice



A nice group picture after enjoying a nice dinner along with our ham radio friends from The Falklands.

steak and beer dinner. Among them VP8LP, VP8EME, VP8AAE, VP8ON, VP8KCA, VP8 YLJ, VP8AIB, and VP8NE. After a few more days, we had to wait until we had confirmation that the missing items were shipped. Once we knew about that we decided to wait for them that evening because it was very important gear and it also contained the winter clothing that Peter had shipped. While talking to Sally VP8YLJ (G2YL) that evening and telling her about the logistics problem she mentioned not to worry. She is working at Mount Pleasant and said that she will pick up the gear and deliver it to Marama. So two days later she was there that evening with her husband Chris VP8KCA (G5KC) with all of our missing items. Mount pleasant is about one hour away from our ship so we were very thankful when we saw them meet us again.



(Above Photo)
Half of our dining room had been sequestered by the blue barrels and cargo. Once a roomy ship, it has now become a storage facility.



(Right Photo)
Sally, VP8YLJ and Chris, VP8KCA along with Ken, LA7GIA posing for a nice picture with the VP8 sunset after delivering the missing item(s).



With all of our gear in place, all items secured and we had our safety briefing, Marama left the following day around noon. At this time the weather was calm and we started our engine and sailed away. Nice calms around Port Stanley, as we exited and were greeted by birds and seals that were hanging out on the shoreline. In front of us was an Antarctic Cruise and it sailed away in the horizon. This was the last vessel that we saw until we were 100 miles off the coast of Africa.

All operators and crew were assigned watch times to steer the vessel. It was a team of 2 (per cabin) and we had to be out there for 1:30 at a time on a rotating schedule with two shifts per day including day and night. As we continued to sail the southern oceans, it was unseasonably calm and minimal wind. But one day it all changed.

Every day and night that passed as we kept sailing southwest, the ocean started turning and skies were getting cloudier by the minute. Also the temperature started dropping. Sailing southwest is the shortened route to Bouvet but also dangerous. Seas can be difficult and there is also a chance of encountering icebergs. Although Marama is equipped with radar. Nothing is better than having 4 eyes looking outside the vessel. During every shift we had to get more winter gear out to protect us from cold and windy weather. Each day passed uneventfully except for the occasional sea sickness effects. Some operators had no symptoms whatsoever but others had a not such a really nice time. Our Team of doctors Mike, AB5EB and Bill KO7SS had already prepped us with medication and were constantly evaluated as we continued our journey.

Around 4 days after we left, we saw South Georgia. Its splendid snow covered mountains greeted us as the sun shined majestically on them. The route had us continuing west towards South Sandwich but there were some icebergs already seen. Captain decided to take us on a northerly and safer route so that we could avoid the ice. We continued sailing and getting closer to Bouvet. It made us think of the strength and determination that previous sailors had many centuries ago while navigating these waters on a sail, without engine and no navigation aid besides a compass. Here we were so far away from civilization that our closest humans were the astronauts passing by aboard the International Space Station.



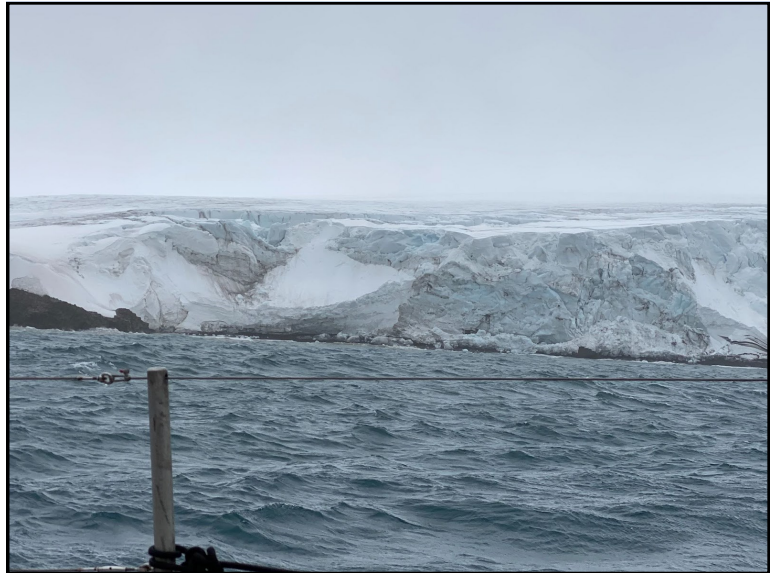
Picture of an iceberg with South Georgia on the back

After nearly 14 days of sailing, we arrived near Bouvet that night and anchored away. Next morning we woke up at sunrise to be greeted with the world's remotest island right in front of us. It was cloudy, rainy, and windy non-stop. We all gathered on deck to prepare our items as we were waiting for the waves to calm down so that we could begin our landing. We put the small Zodiac on the water and the crew started scouting the area to find a suitable closer area where we could anchor Marama. After we moved the ship. Peter and Ken went on shore to begin scouting and assessing the landing. Mike and Dave, WD5COV immediately followed as they were the ones in charge of drilling and securing the ropes. At this time, the weather kept changing and it was not possible for them to return to Marama. As conditions deteriorated, they had to stay on the island and found shelter over there. The following day, we were able to provide them with more supplies and also with gear that was going to be used to secure the line that was going to be used to transport the cargo. Winds kept changing and getting stronger, the waves were pounding and it was very difficult to maintain themselves on the island and stage the

landing. More storms were coming, no weather window in the forecast and it was decided for them to return to the ship to rest and reassess the situation.

After a nice warm meal, a hot shower and some sleep. The team gathered and the decision was made to attempt a more significantly scaled down operation. Bouvet has proven to us that it can be a very difficult place to land. Weather kept changing and not necessarily following the forecast. Sometimes when it was possible to land the zodiac because the waves were reasonably calm, out 500 meters away at the ship conditions were much more different. We had to time it properly so that we could maximize the opportunities. Bouvet would give us a chance and we learned how to take advantage of them.

After some risk assessment, the plan was to bring 6 operators on shore with one tent, 2 radios, wire antennas and a small Honda gasoline generator. The original plan was for 3 diesel 6000 watts generators but with the conditions that we were facing, it was extremely dangerous and difficult to bring such heavy items. Now with only 2000 watts of power, we had originally planned to use the small generator to charge our drilling tools and use it for the winch system. We had only brought 30 liters of gas and Marama was going to give us some more so we had 50 liters in total, which by calculations, would allow us to operate roughly for one week.



Nice to meet you Bouvet! A close up encounter with the world's remotest island.

Peter designed a landing approach. Before he had left the island, he managed to secure a rope to the rock that was tied to an anchor line secured offshore. With this line in place and a new plan was sent, Charles and Peter went back to secure the line and make sure that it was suitable. The team put on their survival suits and following Peter they swam onto the beach through a 6ft surf. With the blowing snow, the sights of glaciers and the occasional seal that would pop up to look at the floating spectacles that were 3Y0J operators, it was a surreal entry to Bouvet. After all the operators the process of building the camp and getting more supplies continued for the rest of the day. It took the team about 12 hours to secure the camp, the radio supplies had not even been touched at this point. Everything on Bouvet took much longer. For example the team had put up the tents in Norway multiple times and could do this in under 30 minutes. However, in 30 MPH winds and the need to follow a process that would not let the tent blow away, this process took 3 hours. That evening the team went to sleep on the floor of the tent. The cots had been left behind, being left out of a minimal approach, the ability to land with supplies was so limited that only the bare essentials could be brought. The next morning the team woke and started building the antennas. The first antenna was a 20m vertical followed by a 17m and 30m vertical. Bouvet was finally on the air!

(Continued on Page 6...)

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It was decided to try to minimize the bands on the air to allow the opportunity of more people to get an All Time New One. Operations continued and we were relaying information back to the ship and on to our pilots. We were waiting for another weather window to be able to make an operator and supply swap. Unfortunately around day 5, the Honda generator was starting faulting and it would suddenly stop. The island team requested help from the ship team to help find the operating manual and maintenance guide to try to properly maintain it to keep it on the air as much as possible. After a couple of more shutdowns, in order to continue it was determined that we would need to bring a diesel generator on shore if we wanted to remain on the air. The Team discussed and evaluated the situation and after some consideration, it was determined that such a maneuver was not feasible. So the decision was made to use the gas generator until gas ran out or it finally quit. The next two days were potential "good Bouvet weather". The forecast after that was another storm coming and bad weather for the next 5-7 days so we really needed to take advantage of this small window that Bouvet was giving us to safely return to the ship.

The following day was probably the first real "weather Window". Antennas were dismantled and secured, the tent was taken down and brought to shore and transfer started. Two new operators reached the island and provided some relief to the already tired and worn down teammates. We began a series of transfers and around noon on February 14, Valentines day, all operators and equipment were safely on board. Just in time as weather started to deteriorate again

After a nice shower, meal and some refreshments the team started to evaluate and prepare for the next crossing. It was determined to wait one day anchoring to finalize details and then wait for a weather opportunity. We set sail on February 16 heading northeast towards Africa and decided to go through the south part of the island to catch a glimpse of the west side. Unfortunately it was rainy and cloudy and we could not really see the abandoned base at NyrØysa.

As we set sail back to civilization we encountered once again the fury of the Antarctic ocean. After 3 days of high swells. We began to feel the weather getting better and warm as we moved northward. With the wind and currents to our advantage after 9 days we saw the mountains of Cape of Good Hope. We started to sail and get closer to Cape town and were greeted by Paul, ZS1S and ZA1FF. We were getting closer and the Port Control Authority in Cape Town informed us that there was a vessel in the pier that we were assigned to dock which was delayed. They asked us to anchor and wait offshore until they had left. As we waited that afternoon, winds started to pick up. It was Bouvet dejaVu all over again... We already had our hotel reservations and had a nice dinner scheduled with local hams. As time kept passing. The closed Cape Town harbor for safety reasons and told us to wait. Around 7 PM there were no new updates and it was decided to QRX and spend the night outside the harbor. After 45 days at sea, Bouvet was still haunting us. You could see Cape Town so close. The buildings, Table Mountain, the vibe, but yet it was very far away. You could taste the steak that we were supposed to eat that night and cuddle in a non moving bed! Quite frustrating.



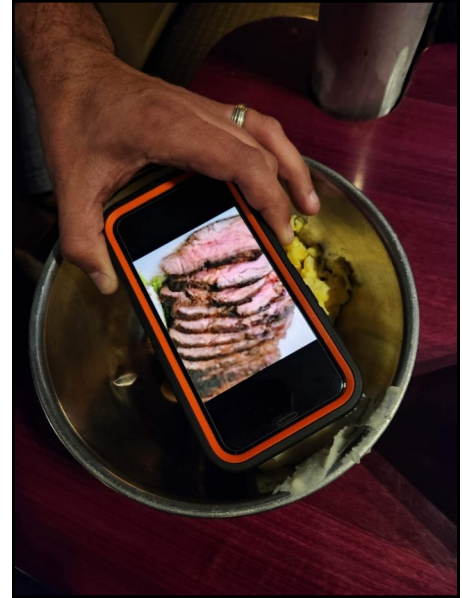
Tent Secured. The Bouvet Hilton is open for business (Credit: LB1QI)

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ZS1S and ZF1FF welcoming us to Cape Town



Our first meal in Cape Town aboard Marama. Trying some food psychology after 46 days at sea!

The next day around 10am, the harbor pilot came onboard and we went inside. We anchored and there was a group of local workers that were going to help us unload. At this time we had skipped our hotel reservation so we needed to get there or they would cancel it. We went to do customs and passport control, headed over to the hotel, checked in and before coming back to the pier, made a quick pit stop at Burger King! I am not sure how South Africa prepares their Whopper but that one tasted like glory!



BK made our day! Ken, Rune and Adrian enjoying our first meal in Cape Town

We came back to the pier and started unloading. What took us 3 days to load only took us three hours to unload. The local crew was very helpful and efficient. They had straps and cranes and did an excellent job. All cargo was taken to a warehouse where customs were to clear them and later be put in a container back to Oslo.

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Couscous served us well during our trip but time to share our menu.

We then came back to our hotel, washed up and then went out to dinner and enjoyed a nice piece of steak. Thanks to Paul ZS1S and Stan ZS1Z who came to dinner with us to celebrate our safe return to civilization. We were now on solid ground after 46 days at sea to get ready and begin our journeys back home.

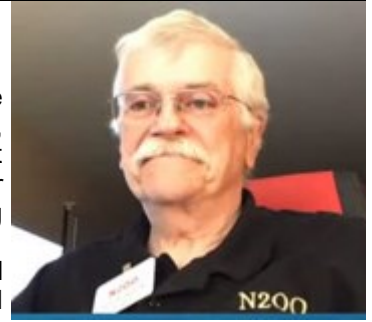
3Y0J managed to get 18893 QSO with around 9000 Unique's. There were no injuries or medical emergencies. Although Bovet proved to be the most difficult DXpedition that we had done, we managed to activate it when the previous two attempts were not successful. No wonder its #2 Most Wanted! It will probably remain there for a while.

We would like to thank our families for their support, sponsors, foundations such as INDEXA and the DX community for their support. Without their help, none of this would have been possible.

73
Otis
NP4G

A Message from our President Bob Schenck, N200

INDEXA supports DXpeditions to the top 100 DX entities as listed on Club Log. We use the following parameters as found on the Club Log most wanted list calculator. No mode filter, all bands, use Global Log, using QSOs to end of Present Day. Anyone can look at the Most Wanted list at <https://clublog.org/mostwanted.php>. INDEXA uses these parameters in order to find a blanket average throughout the world. A full detailed explanation of how Club Log determines the most wanted lists can be found on the Club Log site itself. Before Club Log, INDEXA used the DX Magazine's annual most wanted "poll" data that was collected by Carl N4AA. After Carl became SK, we diverted to Club Log which provided a more current and automated view of the most wanted. Finding the top 100 is never perfect science but it does provide INDEXA with a reasonable bird's eye view of what entities are most wanted.



INDEXA's current "support" breakdown of the top 100 is to give serious consideration on a sliding scale to the top 60 first. However, we do recognize that some DXpeditions to the top 61-100 may be worthwhile to offer some discretionary support. Each year we set a reasonable limited budget for top 61-100 funding applications.

INDEXA's primary goal is to fund the rarest of the rare while at the same time balancing our budget in order to preserve the funds on hand. After all, we must always be prepared to offer more to the qualified rarer ones.

Any DXpedition seeking funding must submit a funding application to INDEXA. INDEXA requires DXpeditions to provide extensive information on their plan. In addition to a full review of their project, INDEXA also requires "DXpedition fair practice policies" including an overview of their operating plan, a full review of their overall budget, and a requirement that there will be a fair QSL policy. Our primary goal is to always look out for our membership to the best of our ability. If you ever see a DXpedition to a top 60 entity that does not list INDEXA as a supporter, understand that they either did not submit a complete application, or if they did, it was determined to not meet our funding requirements. We do our best to protect our members' interests.

Have fun chasing DX!
See ya' in the Pileups!
De N200
President INDEXA

ET3AA receives a station upgrade... INDEXA with support from several amateur radio operators supported the purchase of a Elecraft KPA-500 and KAT-500 to enhance their ability to reach more stations around the world!!



Celebrating 40 Years of Magic The INDEXA Worldwide QSO Party

Ralph Fedor – K0IR



Magic about the turn to deviltry. A tranquil scene before the demon winds arrived at VP8SS!

pers of galaxies billions of light years away. But our own very special part of this magic is the DX QSO on our own HF frequencies. No other hobby experiences anything like this. Not one.

In September INDEXA will celebrate 40 years of helping to make the magic of these DX QSOs happen. INDEXA began as a few men loaning equipment to DXpeditions and has grown to an organization of over 1000 members and has sponsored hundreds of DXpeditions. With INDEXA's help, DXers experienced the magic of QSOs from places like Heard Island, Scarborough Reef, Peter I, Bouvet, Amsterdam Island, and many others.

The success of the INDEXA-sponsored magic stems from one source, INDEXA's members. Their dues and contributions have fueled DXpeditions and this magic for 40 years. INDEXA's board members and officers volunteer and work together to coordinate the support of these projects.

To thank its members for all they have done and to increase the comradery and rapport among them and all radio amateurs whose passion is DX, INDEXA is sponsoring a worldwide on the air celebration, The INDEXA Worldwide QSO Party. The event will occur between September 2 and September 10 of 2023 on the 10, 15, 20, 40, 80, and 160 meter bands utilizing SSB, CW, and RTTY.

The emphasis of this event is on fun and friendship, but there will be QSO points, multipliers, plaques and awards, and published results. Detailed information will appear on our website, www.indexaqsoparty.com, but basically you can operate as much or as little as you like. You may want to run or bust a pileup or exchange greetings with friends and familiar call signs you hear in the pileups. Non-INDEXA members are very welcome; we want and encourage them to join us in making some magic. QSO points are: 1 for working a non-INDEXA member, 3 for working an INDEXA member, and 25 for working an INDEXA official. Each U.S. state, each Canadian province, and each DXCC entity count as a multiplier, once per band.

You're in your station. You speak into your microphone, call CQ on CW, or transmit a digital signal. A radio frequency current flows through your coax, into your antenna, and produces an electromagnetic wave that travels through space at the speed of light. Thousands of miles away it slices through an antenna and induces an electric current that flows down a feedline and into the receiver of another amateur radio operator. The two of you have a QSO. You may never meet again, or the magic may spawn a lifelong friendship. You never know what this magic will produce.

The magic has a spectrum, ranging from local QSOs to radio signals bouncing off the moon, signals coming to us from Voyage 1 nearly 8 billion miles away, or from the faint whispers of galaxies billions of light years away. But our own very special part of this magic is the DX QSO on our own HF



The black magic of Heard Island

A downloadable user defined contest module for N1MM will be available to you. It will log your QSOs, keep score, and prepare a Cabrillo log for you to upload to a server after the event. Check the above website regularly for details.

INDEXA is an international organization, reflected in its membership and its board. Mark September 2 through September 10 on your calendar and join us in this worldwide celebratory event reflecting the goodwill and friendship among all of us that INDEXA has fostered for these 40 years.



A magic wand arises at Navassa



The magic mountain of Malpelo. The path to JA

RULES & REGULATIONS 2023 INDEXA QSO PARTY

STARTS: 00:00:01 UTC Saturday Sept. 2 Ends 23:59:59 UTC Sunday Sept. 10.

OBJECTIVE: To work as many INDEXA members, INDEXA Officials, and as many non-INDEXA members as possible in as many U.S. states, Canadian provinces, and DXCC countries as possible.

BANDS: 160, 80, 40, 20, 15, and 10 meters using CW, SSB, and RTTY.

Respect for other activities and observance of established band plans is strongly encouraged.

QSO PARTY EXCHANGE:

SSB: RS report, INDEXA member status (N, M, or O), and State or Province for U.S. and Canadian amateurs.

CW & RTTY: RST report, INDEXA member status (N, M, O) and State or Province for U.S. and Canadian amateurs.

DX stations will only send RS(T) and member status.

Examples:

CQ IQP K6XZY; K1ABC; K1ABC 5NN N CA; 5NN M ME; TU K6XYZ CQ (3 point QSO).

CQ IQP K6XZY; G4ABC; G4ABC 5NN N CA; 5NN N; TU K6XYZ CQ (1 point QSO).

CQ INDEXA K6XYZ; WB9Z; WB9Z 59 N CA; 59 O IL; Thank you K6XYZ CQ INDEXA (25 point QSO).

SCORING: A QSO with a non-INDEXA member (N) is worth 1 point. A QSO with an INDEXA member (M) is worth 3 points. A QSO with an INDEXA official (O) is worth 25 points.

Each U.S. state, each Canadian province, and every other DXCC country count as multipliers — once per band.

Example: QSOs with 60 non-members (60 points), 40 members (120 points), and 4 INDEXA officials (100 points) = 340 points. Multipliers: 40 U.S. states; 7 Canadian provinces; 45 other countries = multiplier of 92. SCORE = 31,280.

Stations may be worked once on each mode on each band.

SPOTTING: Use of spotting networks is permitted. Self-spotting is allowed.

LOG CHECKING: All uploaded logs will be checked for errors and scores corrected accordingly.

LOG SUBMISSIONS: Logs must be submitted in Cabrillo format and uploaded to: <https://indexaqp.contesting.com/>

Deadline for log submission is October 1, 2023

**HERE'S AN IDEA:
LET'S CREATE SOMETHING SO
POWERFUL IT'S BARELY LEGAL.**



Find Everywhere



POWER GENIUS XL



TURN YOUR RADIO INTO A LEGAL LIMIT BEAST.

Our new PowerGenius XL RF amplifier is exceptionally clean, quiet and delivers full legal-limit power at 100% duty cycles. The only fully SO2R/Multi-Single capable amplifier on the market, it has 70dB nominal isolation between transceiver inputs, diplexed filters, and ultra-fast high SWR protection. Like our entire Genius product lineup, it is monitored and automated through an integral Ethernet connection. Just one more way to help you Find Everywhere. [Flexradio.com/PowerGenius-XL](https://flexradio.com/PowerGenius-XL)



INDEXA proudly supported CY0S DXpedition to Sable Island during Spring 2023

Club Log DX Report

Band	QSOs	% DX	Graph
160M	922	12.36	
80M	15,472	11.23	■
60M	3,693	41.59	
40M	107,062	12.61	■
30M	40,338	49.90	■
20M	218,049	36.23	■
17M	105,361	62.45	■
15M	133,345	57.37	■
12M	20,429	62.13	■
10M	47,256	50.47	■
6M	62,463	13.27	■
4M	667	0.75	
2M	5,342	6.08	■

Rank	Prefix	Entity Name
1.	P5	DPRK (NORTH KOREA)
2.	3Y/B	BOUVET ISLAND
3.	FT5/W	CROZET ISLAND
4.	BS7/H	SCARBOROUGH REEF
5.	CE0/X	SAN FELIX ISLANDS
6.	BV9/P	PRATAS ISLAND
7.	KH7/K	KURE ISLAND
8.	KH3	JOHNSTON ISLAND
9.	3Y/P	PETER 1 ISLAND
10.	FT/J	GLORIOSO ISLAND
11.	FT5/X	KERGUELEN ISLAND
12.	YV0	AVES ISLAND
13.	VK0/M	MACQUARIE ISLAND
14.	ZS8	PRINCE EDWARD & MARION ISLANDS
15.	KH4	MIDWAY ISLAND

Mode	% Use	QSOs	Graph
FT8	70.97	542,485	■
CW	10.40	79,534	■
SSB	10.16	77,681	■
FT4	7.33	56,018	■
FM	0.36	2,772	
MFSK	0.23	1,786	
PKT	0.18	1,357	
PSK	0.05	413	
DIGITALVOICE	0.04	283	
RTTY	0.03	200	
WSPR	0.03	199	
DYNAMIC	0.02	164	
MSK144	0.02	117	
PAC	0.01	75	
AM	0.01	65	
All other	0.17	1,279	



This report is sent to the [Club Log Google Group](#) every 7 days.

It's also available daily at 14:30Z from <https://clublog.org/dxreport.html>

It contains a summary of band conditions and activity, based on the data that you and other Club Log users have uploaded. If you have any suggestions or feedback on this report, please email Michael G7VJR at michael@g7vjr.org

FlexRadio GENIUS Solutions

THE DUO
THAT WILL TURN
YOUR RADIO INTO
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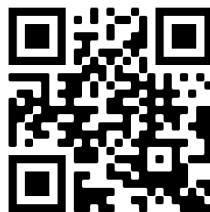
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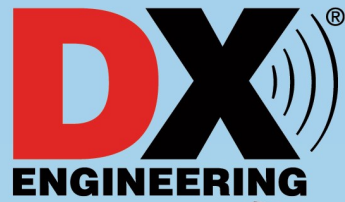
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